



## **CLUSTER 4—SOUTHEAST**

### **EXISTING PLANS**

#### **LONG BEACH STRATEGIC PLAN 2010**

- Encourage mixed-use developments that will enhance the use of public transit, bikes, and pedestrian traffic, and reduce emissions from single passenger vehicles.
- Develop linkages between transit, bicycles, and other transportation modes, such as the “Bikestation.”
- Build a strong network of healthy neighborhoods by identifying their weaknesses and assets and forming strategies to meet community needs.
  - Establish a citywide network of neighborhood centers in community facilities (schools, libraries) and other locations to link people with public and private resources.
  - Increase shared use of public facilities, such as schools, after hours.
- Celebrate community diversity, utilizing the arts and cultural programs.
- Support neighborhood beautification efforts through new public policy, infrastructure, and land use planning strategies.
  - Increase the amount of green space, median islands, and improve neighborhood infrastructure such as streets and sidewalks, signage, and parking.
  - Establish neighborhood based-programs linking schools, residents, and businesses to reduce trash, graffiti, and other blight.
  - Promote historic preservation and preservation of distinct character of neighborhoods.
- Improve the quality and availability of housing in the City, and find locations for high density housing to be supported by transportation and other services.
- Develop a citywide neighborhood plan for business development that ensures quality of life in the neighborhoods.



- Revitalize shopping districts serving neighborhoods, rather than focusing on large retail projects.
  - Encourage small business growth.
    - ◆ Provide a support system of services in targeted industries.
    - ◆ Study aging strip centers and commercial corridors for revitalization.
  - Enhance open space.
    - ◆ Increase pedestrian-oriented mixed-use developments that preserve open space.
    - ◆ Improve management of water resources and existing coastal wetlands.
    - ◆ Improve management of water resources and restore wetlands and riparian habitat.
    - ◆ Develop a comprehensive beach, harbor, rivers, and wetlands master plan that improves recreational water areas while balancing recreational, environmental, and economic benefits.
    - ◆ Work with the Cities of Seal Beach and Huntington Beach and the federal government to purchase land for wetlands and bird fly zones.

## EXISTING GENERAL PLAN—LAND USE ELEMENT

- Continue to identify strengths and weaknesses of each neighborhood, and identify deficiencies in neighborhood services such as recreation, shopping, and schools.
- Introduce small-scale, integrated activity nodes in order to promote neighborhood identity and cohesive urban design.
- Continue to promote a policy of managed growth and implement programmatic improvements through Community Development programs.
- Encourage development of mixed-use development along major arterials.
- Require implementation of design controls to integrate mixture of housing styles and preserve low-density character of the area.
- Explore shared use recreational programs for schools in the area.



## EXISTING GENERAL PLAN—TRANSPORTATION ELEMENT

- Continue to promote policies that focus on managing growth and the preservation of quality of life.
  - Permit sufficient employment and residential densities along transit routes to encourage transit ridership.
  - Increase the amount and quality of moderate and higher density housing along selected corridors
  - Improve the overall appearance of major corridors
  - Continue to implement the following Citywide goals.
    - ◆ Roadway improvements
    - ◆ Congestion management plan
    - ◆ A comprehensive transportation system management program
    - ◆ Transportation demand management
    - ◆ Transit
    - ◆ Bike route system
    - ◆ Pedestrian walkways
- Continue to improve neighborhoods:
  - Implement tailored neighborhood traffic management programs in order to limit through traffic on local streets.
  - Implement traffic noise impact mitigation program.

## BICYCLE MASTER PLAN

- Make bicycling safer, more convenient, and more enjoyable for all types of bicyclists, transportation- and recreation-related, with a goal to increase bicycle use by 5% by the year 2020.
- Encourage more people to bicycle for transportation to provide an attractive and healthy transportation option, which will reduce traffic congestion, air pollution, and noise pollution.



- Develop bicycle friendly roads and bikeways.
  - Integrate the City's bicycle friendly roads and bikeways with surrounding bicycle friendly roads and bikeways to maximize connectivity.
  - Bikeways proposed in the Bicycle Master Plan include:
    - ◆ 2 class I bikeways (Bike paths) which allow for bike travel on a paved, separate right-of way. These are LA River and Shoreline Beach Bike Paths
    - ◆ 1 class III Bikeway on PCH (Bike route which shares path with motor vehicles with no identified lane)
    - ◆ A series of class II bikeways (Bike lanes on major route) and class III bikeways throughout the Cluster
  - Consider bicycle friendly design using new technologies and innovative treatments on roads and bikeways.
- Develop and enhance opportunities for bicyclists to connect with other forms of transportation

## EXISTING GENERAL PLAN—HOUSING ELEMENT

- Encourage New Construction by directing new housing growth to employment centers and along certain corridors.
- Retain and improve the quality of existing housing and improve quality of life in neighborhoods.
  - Preserve and protect the character of established communities, with an emphasis on single-family neighborhoods and those beginning to decline.
  - Continue to preserve and maintain the City's historical and architecturally significant buildings and neighborhoods by establishing and maintaining historical landmarks and districts.
- Provide increased opportunities for the construction of high quality new housing.
  - Encourage new residential development along transit corridors, in the downtown, and close to employment, transportation, and activity centers.
  - Encourage infill and mixed-use developments in designated districts.



## EXISTING GENERAL PLAN—OPEN SPACE AND RECREATION ELEMENT

- Improve appropriate access to natural environments.
- Design and manage natural habitats to achieve environmental sustainability.
- Remediate contaminated sites.
- Maintain oil and gas sites adequately and safely.
- Achieve a ratio of 8.0 acres of publicly owned recreation open space per 1,000 residents.
- Add recreation open space and recreation facilities in the areas of the City that are most underserved.
- Currently, approximately 37 percent of lands in Southeast Cluster are dedicated to open space, including parks, oil extraction, power plant operations, and degraded wetlands. The City is working to finish Jack Nichol Park on the Los Cerritos Channel, and to restore 291 acres of land in the Los Cerritos Wetlands as wildlife habitat.
- Fully maintain public recreation resources.
- Fully utilize all recreational resources including those at public schools.
- Connect recreation open spaces with greenway linkages.
- Provide access to recreation resources for all individuals in the community.
  - Protect public parkland from intrusive, non-recreational uses.
  - Keep parklands open and green by limiting the amount of parking lot and building coverage areas within parks.
  - Replace any displaced publicly owned recreation open space on an acre per acre basis, in kind, within areas of the City most underserved by recreation open space. With the help of the community, plan and maintain park facilities at a level acceptable to the constituencies they serve.
  - In creating additional recreational opportunities, priority shall be given to areas of the City that are most underserved.
  - Encourage the provision of non City-owned recreation resources to supplement what the City is able to provide.
  - Develop an open space linkage/trails plan.



- Ensure that the City's Parks, Recreation, and Marine Advisory Committee reviews all development proposals on City parklands prior to any City action to approve such projects

## CITY OF LONG BEACH DEPARTMENT OF PARKS, RECREATION, AND MARINA STRATEGIC PLAN—APRIL 2003

- Ensure that parks, programs, facilities, and services are equitably distributed and easily accessible throughout all the City's neighborhoods.
- Ensure that open space, parks, and recreational facilities meet community needs.
  - Currently, there are 5.8 acres of parkland for every 1,000 residents, which is below the average of 13 acres per 1,000 residents for comparable cities and below the average of 7 acres for every 1,000 for other high-density cities.
  - Improve access to City parks and other active recreational facilities.
  - Increase public access to School District recreational facilities.
  - Develop additional full service community recreation centers throughout the City.
  - Develop a recreation service transportation program.
  - Increase resident and visitor awareness of the positive aspects of Long Beach beaches.
  - Improve access to City beaches and provision of additional parking.
  - Improve and modernize marina condition, infrastructure, and amenities.

## LOCAL COASTAL PROGRAM

- Maximize access by transit, bicycle and foot.
  - Through an increase in beach parking.
  - Expansion of local transit systems.
  - Implementation of a major bicycle route along shoreline, linking regional systems.
  - Enhance pedestrian access through boardwalks, stairways, pedestrian walkways, promenades, and parklike improvements near the shoreline.



- Enhance existing recreation and visitor-serving facilities—rehabilitate concession, public restrooms, and build new facilities in the downtown area; the Marina, Aquatic park; Rainbow Lagoon Park, Marina Green Park.
  - Growth should occur as zoned in six planned development zones.
  - Preserve existing neighborhoods and low-moderate housing stock and replace low-moderate housing units on a 1:1 basis when necessary for new development.
  - Preserve and protect coastal resources of Alamitos Bay, Marine Stadium, Sims Pond, Colorado lagoon, and Los Cerritos Wetlands.
  - Implementation of the complete set of regulations for land uses contained in the LCP, including revised zoning ordinances, and planned development ordinances, such as the one for SEADIP (Southeast Area Development and Improvement plan).
- The planning areas contained within the LCP that are located within the Southeast Cluster include:
- The Bluff community (Area A): A predominantly residential area separated from the beach by a steep bluff.
  - Bixby Park/Bluff Park (Area B) community: A residential area, and both parks are major recreational resources.
  - The Belmont Heights/Belmont Park Communities (Area C): A mixture of commercial and residential uses, and Belmont Pier, Belmont Pool, and Colorado Lagoon all provide recreational opportunities.
  - The Belmont Shore Area (Area D): Intensely developed residential area with commercial uses fronting both an ocean beach and bay beach.
  - Naples and Alamitos Peninsula Communities (Area E): Low density residential communities, surrounded by beaches.
  - Southeast Area Communities (SEADIP): Southeast corner of Long Beach, containing residential, commercial and two electric plants, contains land used for oil production, some of which will be reused in the future.
  - \*The waterland communities: Areas rich in natural resources include Alamitos Bay, Marine Stadium, Sims Pond, Colorado lagoon, and Los Cerritos Wetlands. All influenced by development in areas C, D, and E, and SEADIP. These natural resources should be preserved under the resources management plan.
  - The Strand: The strip of beach along Alamitos Avenue to the end of the Peninsula and along Bay Shore Ave in Belmont Shore.



## SOUTHEAST AREA DEVELOPMENT AND IMPROVEMENT PLAN (SEADIP)

- Orient homes and offices toward open space, green belts and water whenever possible. Vehicular access shall generally be provided from the side opposite these natural amenities.
- Develop areas designated for single-family detached dwellings in accordance with R-1-N standards. But if the area is to be subdivided, lot size, lot width, and setback may be reduced, provided adequate common open space and guest parking are made available, and that design is consistent with adjacent residential development.
- Develop and maintain a minimum of thirty percent of the site as usable open space. (Building footprint, streets, parking areas and sidewalks adjacent to streets shall not be considered usable open space. Bicycle and pedestrian trails not included within public right-of-way may be considered usable open space).
- Design and construct all development to be in harmony with the character and quality of surrounding development, to create community unity.
- Construct public open space, trails, pathways and bicycle trails for each development so that they are generally accessible to the public and can interconnect with similar facilities in adjacent developments so that they form an integrated open space and trails system, connecting major destinations.
- Provide public access to and along the boundaries of all public waterways as provided for in the wetlands restoration plan.
- Maintain and enhance public views to water areas and public open spaces to the maximum extent possible, consistent with the wetlands restoration plan.
- Preserve constraints on development of the natural environmental, such as wetlands.
- Fill in areas of oil extraction as required.